

WEATHER.

Fair and colder tonight and tomorrow; lowest temperature tonight about 20 below zero.

Temperature for twenty-four hours ending 2 p.m. today: Highest, 62, at 1 p.m. today; lowest, 20, at 3 a.m. today.

Full report on page 18.

CLOSING NEW YORK STOCKS PAGE 18.

WASHINGTON, D. C., FRIDAY, FEBRUARY 15, 1918—TWENTY-TWO PAGES.

Price of The Evening Star Is Now

TWO CENTS

Sworn Net Circulation, Month of January, 1918, Daily Average, 96,751; Sunday, 99,916.

TWO CENTS.

FLOOD REVERDES ON POTOMAC AS GEORGETOWN PASSES UNDER

Noted Dancer and British War Hero Falls to Death at Texas Aviation Camp.

PUPI ESCAPES INJURY

WATER FALLS THREE FEET AT GEORGETOWN BY NOON

Channel on Virginia Side Free of Ice. Jam in Georgetown Course Remains Firm.

Danger of a serious flood along the Washington river front for the present passed today, in the opinion of experienced rivermen. Ice flows jammed in the channels above the city broke and passed down the Potomac, and with this movement the high water began to recede rapidly.

Because of the big ice jam at Aqueduct bridge and the continued rise of the water late yesterday afternoon the police of the seventh precinct, in conjunction with military officers, closed the bridge at 5:45 o'clock last evening. This was done as a precautionary measure, and not because it was believed the bridge was seriously threatened after the ice forced a passage through the channel known as Little River during the afternoon. At 7 o'clock this morning the barriers were removed from both ends of the bridge and traffic was resumed.

At that time the water had receded under the B. & O. bridge and the water was clear and the fall was continuing. Before noon the water had fallen more than three feet, and the channel opened on the Virginia side of the river was practically free from floating ice.

Jam Remains Firm.

The jam in Georgetown channel, extending from Highway bridge to the Three Sisters, remained firm. Resort to dynamite to loosen the ice was deemed unnecessary by the operation of the steamers on Little river, and Army engineers this morning said it would be useless to try to dynamite the jam. The jam is packed solidly to the bottom of the channel, and it is held in place by the weight of the water and probably will not go until warm weather melts it out.

Great Damage to Canoes.

This morning owners of boathouse and boat club property along the river near the Aqueduct bridge began taking stock and estimating damage. Members of the Washington Boat Club estimated damage to the building, to hundreds of canoes that could not be removed from the building in time, and to other property to be about \$25,000. Dempsey's boathouse and contents, it was stated today, sustained damage amounting to at least \$50,000. It is believed the boathouse itself will be a total loss, as the entire front of the building was smashed in. The building was so badly damaged that it will surely collapse when the ice jam that now holds it up melts or goes out.

Dredging Concern Loses.

The Columbia Granite and Dredging Company, in the wrecking of two tugs and several barges, sustained a loss of about \$50,000. This does not take into account damage done to the buildings and shanties at the company's quays near Chain bridge, no estimate of which has been made as yet.

Havoc wrought by the ice and water at points all the way from Georgetown to Great Falls has been great, as was stated today by persons who have made trips to Sycamore Island, Little Falls, Shandfield Falls and other points, though no estimate of damage at these points has been made.

Ice Has Not Moved.

From the railroad bridge, past the Highway bridge, and up to Georgetown the ice in the channel has not moved since yesterday evening. On both sides the river there is open water and the current is rushing along at high speed. Little ice, comparatively, is being brought down, and it is carried by a few hundred yards below the railroad bridge, where it is being broken up by the tugboats. The tugboats tend to the wharf of the Washington Steel and Ordnance Company, at Giesboro point.

Enter Real Practice.

Within the last few weeks the American flyers who are to carry the "war in the air" into Germany have completed their preliminary course of study and entered upon the real practice of fighting among the clouds. One of the most interesting reports is that the American aviation cadets, once they learn to operate a machine, will be charged with the duty of attacking the enemy's aeroplanes. The experienced aviators of France and England, it is probable that their training should result in some accidents.

Caught in Ice.

The steamer Northland of the Norfolk and Washington line and the steamer Booth Bay, which is owned by the navy yard and Indian fleet, are in morning two in the heavy ice and were hammering at the ice with all their power in an endeavor to open a passage for the steamer up to the city. A sand-dredging machine belonging to the minimum.

VERNON CASTLE DIES SAULING CAUSE OF DEATH

Noted Dancer and British War Hero Falls to Death at Texas Aviation Camp.

PUPI ESCAPES INJURY

CASTLE DIED WHILE SAULING

PORT WORTH, Tex., February 15.—Capt. Vernon Castle of the English Royal Flying Corps was killed this morning in his airplane fifteen miles west of Port Worth.

Castle, in trying to avoid a cadet, swung his machine beyond his control, fell and was unable to right himself. The cadet was an American, but was being instructed by the British. The accident happened close by the Benbrook field. The cadet was uninjured.

Castle's pupil was R. Peters. His only injury was a black eye. The plane was only fifty feet above the ground and was going rapidly. The machine, which was a biplane, was threatened with just rising. Castle had made over 150 flights over the German lines and was the hero of many exploits in the war zone. His work had been especially on the Flanders front and covered a period of nine months. He came to Port Worth last October along with Lord Wellesley.

Castle's plane, in which he was instructing a student, was flying near the ground when another machine, manned by a cadet, approached. Seeing that a collision was imminent, Castle undertook what aviators know as an Immelman turn, but the machine failed to respond and fell to the earth. Castle died in the field hospital twenty minutes after the fall.

At the time of the accident Castle was in the front seat of the plane instructing his pupil instead of in the rear, where the instructor usually rides. Had he been in the rear seat he probably would not have been injured. Benbrook field, where the accident occurred, is fifteen miles west of this city.

Had National Reputation.

NEW YORK, February 15.—Vernon Castle had a national reputation as a dancer. His home was here. With his wife, also a graceful dancer, he attained great popularity several years ago as a teacher of modern dances. When the war broke out both of the Castles became interested in war work and Mr. Castle took up aviation.

He was granted an aviator's pilot license in 1916, after having made a satisfactory record in test flights at Newport News, Va. He was born in Norwich, England, May 2, 1887. His right name was Vernon Bythel. Soon after the war he was ordered to sail from New York for England to join the British aerial service. In March of 1917 he was appointed temporary Lieutenant in the British Royal Flying Corps. Shortly afterward there was report of his death while flying in France.

Followed Husband Abroad.

Mrs. Castle, professionally known as a dancer, followed her husband abroad to visit him. Returning from a second visit a year later she announced that her husband had received the cross of St. Michael and St. George for his services in the war. She said he had brought down two German aviators.

Castle came from the French front in April, 1917, and joined the Royal Flying Corps in Canada as an instructor with the rank of captain. The following month he reported to have had a narrow escape from death in an accident while flying at Camp Moore, near the Canadian front. Mrs. Castle, who is now one of the star actresses of a motion picture company, was given publicity through the news of her husband's death.

While both the Castles gained their reputations in the United States, they had stage careers in which they have played star roles. It was while appearing together in a musical comedy, "The Midnight Song," several years ago that Capt. Castle and his wife, then Mrs. Castle, met and married. They subsequently went to Paris, where on returning here won sensational popularity for their graceful and original dancing.

Accidents Not Above Normal.

The numerous fatalities within the last few weeks among young aviators at aviation training camps have been more than normal, and that many of the accidents are due to the lack of experience of the young men who go into training for the service, the most hazardous of the army, is a well recognized fact. The increased number of accidents during the training period. The fatalities in the American Army, however, are not regarded as excessive.

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PRESIDENT MAY BE COMPELLED TO ACT

Situation in Shipyards Critical and Demand Is for Immediate Improvement.

LABOR PROBLEM

STILL HOPES TO AVOID RESORT TO CONSCRIPTION

Difficulty Not So Much Lack of Workers as It Is Inadequate Distribution.

President Wilson is giving his personal attention to measures to solve the war-time labor problem. Unless the efforts now being made by Chairman Hurley of the United States Shipping Board to bring about satisfactory labor conditions in shipbuilding yards produce immediate results the President will take a hand in that.

But the President is considering the entire labor problem, in a broad sense, with the end in view of bringing an orderly program out of the present chaotic conditions.

Still Frown on Conscription.

Discussion of conscription of labor still is frowned upon. Early in the war there was advocacy of such a step, but both labor leaders in this country, and members of the British labor mission advised against it so strongly that it has been abandoned.

What the Labor Department now is trying to do, under the broader powers accorded the Secretary of Labor when he was made labor administrator, is to set up machinery by which labor disputes, which have been a source of war-time tensions, housed adequately and kept on the job by the prompt adjudication of disputes.

To Meet Crisis Promptly.

Within the past week protest against the shortage of labor in certain localities, and against what were alleged to be unreasonable demands of labor in other sections, which led to disputes, have been pouring into Washington at a rapid rate.

Administration leaders are determined that the crisis shall be met promptly, rather than wait until the situation has become so serious that congressional inquiry like that into the War Department, may be precipitated.

The Labor Department has been working with the money and machinery it has to meet the problem. Realizing that a peace time organization was inadequate for present pressing demands, a program was worked out and approved by the Secretary of Labor, which would create a number of agencies, such as an adjustment bureau, a conditions of labor bureau, a training and dilution bureau, expansion of the United States employment service and various other bureaus.

Department Lacks Funds.

But the department is yet without funds to put most of this program into effect. The program, in fact, was based largely on studies made by a committee of the Council of National Defense, and particularly by L. C. Marshall, brought in to direct the work, which was given publicity through the press.

The program represents an effort to bring together the different departments, now scattered in various departments, and to meet some sort of a central program. It is a program of the kind which would create a number of agencies, such as an adjustment bureau, a conditions of labor bureau, a training and dilution bureau, expansion of the United States employment service and various other bureaus.

Distribution Chief Problem.

The Labor Department, the farmers claim, has paid attention almost wholly to labor in industry and commerce, and has done little to insure an adequate supply of farm labor. In reply the Labor Department professes to be able to show that there is adequate farm labor available on the basis of production last year, and that the Department of Agriculture has submitted no program for increasing the production of food, which is the only one of the nation's needs that there is to be next year.

Carpenters at Shipyards Continue Out on Strike, Despite Appeal of Hurley

Patriotic arguments have been used by Chairman Hurley of the shipping board in urging striking carpenters and joiners in eastern shipyards to return to work by the wage adjustment board.

In a telegram, inspired by reports of strikes at yards near New York and Baltimore, sent last night to W. L. Hutcheson of Indianapolis, general president of the carpenters and joiners district union, Mr. Hurley declared mothers and fathers of sons in the Army will not long permit continued interference with the shipbuilding program.

Chairman Hurley insisted that the men return to work pending action of the wage adjustment board, which within a few days will recommend a general wage scale for the carpenters and joiners at the Atlantic coast. The striking carpenters are demanding the wage scale of \$5.00 a day recently granted for Pacific coast yards.

Carpenters Still on Strike.

BALTIMORE, Md., February 15.—The strike of 700 carpenters for higher wages, which began yesterday at the shipbuilding plant of the Bethlehem Steel Company at Sparrows Point, the Baltimore Drydock and Shipbuilding Company, continued this morning. Vice President J. M. Willis of the Baltimore carpenters' union declared that the matter was in the hands of the government, and that the company was having no dealings with the strikers. While at the other departments of the company were at work, he said, the strike of the carpenters naturally delayed construction and repair work, and if it continued for two or three days longer would virtually tie up everything at the Bethlehem company's shipbuilding works the situation was to the minimum.



News Note: "The peace Germany wants is just because it is based on the eighth commandment, 'Thou shalt not steal.'"—The Cologne Volks Zeitung.

ALL FOREIGN TRADE UNDER U. S. LICENSE

President Wilson Takes Steps Necessary to Conserve Ocean Tonnage.

NOT EMBARGO, IT IS HELD

By new proclamations today President Wilson placed all exports to all countries under license by the War Trade Board and the Treasury Department.

The proclamations also apply the license system to all imports and thus place the entire foreign commerce of the country under the license system of the War Trade Board. It is one of the steps of reducing ocean carriage of non-essential commodities which are necessary to release ships for transportation of troops and war materials.

Statement in Explanation.

The following explanatory statement was issued by the War Trade Board: "The President has today issued two proclamations which will become effective tomorrow. The purpose and effect of these proclamations are to subject to control by license the entire foreign commerce of the United States, and from and after February 16, 1918, no commodity may be exported from this country or imported into this country except under license."

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Army Needs All Tonnage.

"The transportation of our armies to France and the maintenance of a continued flow of the supplies and munitions needed to maintain them in fighting trim require the use of every ton of shipping which possibly can be devoted to these purposes. This demand must be met, and if it becomes necessary to curtail our exports or imports these are measures which are forced upon us by the critical tonnage situation and the necessity of availing ourselves of every possible means of maintaining our armies in France."

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QUOTERS OF SCRIPTURE.



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8-U-BOAT HUNTERS SUNK BY GERMANS

By the Associated Press. LONDON, February 15.—Eight British craft which were hunting submarines have been sunk by a raiding flotilla of enemy destroyers, it is announced officially.

U. S. MAY ACQUIRE HOG ISLAND YARD

Contracts Probably Will Be Cancelled and Government Operation Undertaken.

PROSECUTION MAY FOLLOW

May Take Over Yard.

This is understood to mean that the government may take over the yard, complete its construction and itself build the ships. This step has been urged by members of the Senate commerce committee investigating shipyards.

The shipping board, it is learned, probably will take over within a few days four or five shipyards working on the Hog Island yard. The work has been particularly slow. Some of the delays in the yards have been charged to labor difficulties, and some to inefficient management.

To Decide Today on Inspection.

The Senate commerce committee, investigating shipyards, will decide today whether to make a personal inspection of the Hog Island yard. Solicitor General Davis, acting head of the department in the absence of Attorney General Gregory, who had not returned from attending the funeral of his mother, is considering naming an assistant to conduct the investigation ordered by the President, but will not do so unless he finds the attorney general will not return to the city for several days.

President Wilson Calls for Action.

Furnishing of food to the Army, Senator Weeks said, has been a "tremendous success due to Gen. Sharpe. He also praised Gen. Crozier, chief of ordnance, saying he has often asked Congress for more ordnance appropriations, and that the country prevented appropriations. Gen. Crozier, he declared, was partly responsible for deficiencies in machine guns and light ordnance.

"Reliance upon France for ordnance," he declared, "is a most dangerous and doubtful wisdom," and the powder situation was described as acute, "with half of American production under contract to the allies and our total capacity not half of our needs."

Promise of Rapid Production.

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Threat to Cancel Contracts.

Mr. Hurley's threat to cancel the corporation's contracts was contained in a letter to Admiral Bowles directing him to uncover any irregularities and notify him that Attorney General Gregory had been requested to designate a special assistant to assist him. His letter follows:

"From newspaper reports, as well as from indications that have come from you, it is quite clear that there is a condition of disorganization as well as of negligence at Hog Island."

"By taking hold of conditions with a strong hand, I am convinced that you will be able to bring about more careful and economical management. If there have been irregularities of any kind punishment must be meted out to the offenders and I am requesting the Attorney General to assign one of his assistants to aid you in this investigation."

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NEW TUDONIC BLOWS EXPECTED BY GEN. DIAZ

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SCORES SECRETARY BAKER

SENATOR WEEKS DISCUSSES THE CONTROVERSY WHICH AROSE OVER WAR EFFICIENCY.

President Wilson was charged with deliberately injecting politics into the controversy over war efficiency by Senator Weeks, a republican member of the military committee, in a speech today vigorously criticizing the War Department and other branches of the government.

Supporting the military committee's war cabinet and munitions director bills as a constructive, non-partisan effort not to embarrass President Wilson in unifying America's war force, Senator Weeks detailed details and difficulties of the government's military preparations. He declared that lack of a central body to make and direct all the government's war plans is largely responsible for present and past troubles.

Holds President Responsible.

In his charge against President Wilson the senator said: "Not a question indicating partisanship was raised until the President deliberately injected politics into the controversy by an attack upon the chairman of the committee, Senator Chamberlain of Oregon, and by calling to the White House many democratic party leaders not for consultation purposes, but to insist that a discussion of this question on the floor of the Senate be prevented if possible. Have we come to such a pass that the action of the most important committee in Congress at this time is to be forbidden by the President?"

Referring to Secretary Baker, Senator Weeks said, after praising many Army achievements: "Neither do I wish to unjustly or unreasonably criticize the head of the War Department. If I could do so with a multitude of questions, the disposal of many of which meet my approval, it would require too much of the Senate. The Secretary has done that effectively in his speech made to the committee January 14."

Attempts to Do Too Much.

"If I were to criticize the Secretary for attempting to do too much, I am undertaking to do too many things myself, some of which might have been better left to the War Department. I am a further criticism it would relate to his temperamental relationship to the War Department. Doubtless he himself would admit that he is a pacifist by nature. For example, even now he is opposed to universal military training, and cannot divorce himself from the conclusion, based on his own testimony, that he has been inclined to plan for prosecution of the war—better, in his opinion, to do things himself, than to have the War Department do them. He did not know all the men in the world and could not judge their capabilities. He is a pacifist by nature, and it is impossible to expect a department head to make such a judgment. It is not possible to make any changes which an outside investigation has shown to be necessary."

"One of the notable features of the present situation," Senator Weeks continued, "is the fact that the War Department is a collection of disconnected agencies, each doing its own thing, and even as servants of the enemy. Every means of false suggestion has been used to make a change which will materially increase the efficiency of our war administration."

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